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OXC-1951  
Copy 9 of 9  
20 July 1961

MEMORANDUM FOR THE RECORD

STATINTL

SUBJECT : Conversation with [REDACTED] Lockheed Aircraft Corporation, 18 July, Regarding Engine Repairs on 1649 Constellation Aircraft

STATINTL

REFERENCE : A. Memo for the Record from ASST CH/BPD, Dated 14 July 1961; Subject: "Conversation with Mr. [REDACTED], 13 July 1961, Regarding Engine Repairs on 1649 Constellation Aircraft" (OXC-1920)

B. ADIU 2067 (OUT 95606), Dated 13 July 1961

STATINTL

C. Memo for the Record from ASST CH/BPD, Dated 18 July 1961; Subject: "Conversation with [REDACTED], 17 July, Regarding Engine Repairs on 1649 Constellation Aircraft" (OXC-1938)

STATINTL

1. 18 July produced another telephone call from [REDACTED] altering once more the figures contained in Reference C, which in effect altered the figures in Reference A. I finally get the feeling, however, that Lockheed has studied this matter thoroughly, and we should now be able to agree on a course of action that meets most of our aircraft reliability objectives. I shall not dwell at length on the rather prolonged conversations but will sum up our projected course of action as follows:

a. Lockheed now proposes to retrofit the three engines on the Constellation at the present time for a total of \$6,000. The last three digits of the engine serial numbers in question are 002, 004, and 005. Only eight of the twenty-four Product Improvement Bulletins will be taken care of in this flight line updating but, in contrast to yesterday's conversation, included

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AUTH: HR 70-2  
REVIEWER: DTG 66

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in the eight will be the perhaps most important changes; i.e., new impeller drive gears and rear scavenger oil pumps. This figure is in line with my initial conversation with Kelly Johnson so perhaps we are simply closing the loop.

b. The number three engine which failed on 25 June, identified as serial number 003, is presently going through Caldwell-Wright, the Burbank facility for Curtiss-Wright, where all twenty-four Improvement Bulletins can be taken care of at a net cost to us of \$2,504.50, as opposed to the \$3,166 quoted in Reference C. This is possible simply because damage to the engine was extensive enough to require a complete disassembly. The price differential between the two figures just mentioned represents a discount to Lockheed I am told.

c. Engine serial number 053, one of the two TWA spares which sustained damage last week at Captive-Air when a washer was dropped into its workings, is being rebuilt by that concern. In the course of rebuilding, they have discovered a missing sleeve for a fuel injection line, and [REDACTED] suggests we replace it at a cost of \$110. With this I agreed. Engine serial number 088, the remaining TWA spare is virtually in tact, and like 053 has all twenty-four Product Improvement Bulletins cranked into its workings. However, since four cylinders were removed from this engine in April to be incorporated in the one-time FAK, and since one or more of these cylinders appears to have been diverted to 003 engine, we may be having a cost item for procurement of a few cylinders at \$1,500 a piece, if Curtiss-Wright does not absorb their replacement cost.

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d. The only other item not being resolved at the moment is the cost of repairing the contaminated QEC which resulted following the in-flight failure of 003 in June. Some \$2,500 is at issue here and is presently being debated between IAC and Curtiss-Wright. The latter outfit feels that their responsibility extends only to the engine and not the QEC. I told Bohannon that we would await the results of this debate before discussing further the question of reimbursing Lockheed for the \$2,500.

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2. I agreed with [REDACTED] that I would now send a TWX to him, authorizing the work in conformity with the facts above. The total dollars authorized by this action is \$8,614.50, well within the \$12,000 figure

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approved by Reference B. While it is true that we do not complete the total retrofit program on three of the engines, I believe we have done about all we can do at this time, since [REDACTED] advised that some of the twenty-four Bulletins were so extensive that they would have required a disassembly equal to a major engine overhaul and accordingly would have cost \$12,000 per engine instead of \$4,946 quoted in Reference C. One nice thing about the engine repair business seems to be that like the weather, if you are not satisfied with today's quotation, you need only to wait until tomorrow to get a new one.

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**SIGNED**

[REDACTED]  
Assistant Chief  
DPD-DD/P

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DPD-DD/P [REDACTED] Jr./mg

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